

## PLEADS FOR BUILDING OF ANNAPOLIS HIGHWAY

Representative Linthicum Regards It as Important Factor in National Defense.

Praises Spirit Shown by Maryland and Says Congress Should Do Part.

Representative J. Charles Linthicum of Maryland is a strong advocate of preparedness and feels that to enable this country to meet all emergencies in the event of hostilities the roads ought to be of first consideration. This has been recognized, he says, by nations for several thousand years and in a number of instances has been the one thing which enabled them to win victories over enemies threatening their destruction.

"Certainly if the government wants to protect its various sections, one of these sections ought to be its very valuable and necessary adjunct, the Naval Academy at Annapolis, says Representative Linthicum.

"When we realize that the defense of this country primarily depends upon the navy and that the officers of that navy must necessarily be prepared at the Naval Academy at Annapolis, we can readily see the value of that great institution to the nation at large.

Need of Direct Communication.

"To reach Annapolis at the present time from the National Capital is not only difficult, but lengthy, and for the capital not to be in direct communication with its great institution at Annapolis is surely not looking out for the best interests and welfare of our people.

The state of Maryland has certainly done its part toward the improvement of the highways surrounding Washington. It has given to the people of that magnificent city roads second to none in the United States. These roads are not only of vast advantage to the people of Maryland, but they are also of great benefit to the nation as a whole, but products from all over our state are carried into that city at the least possible cost and with quickness and dispatch.

"Our state has now gone one step further and has said to the great United States, with its 100,000,000 people, 'If you will give \$250,000 to construct a direct highway between Washington and Annapolis, the site of the Naval Academy, we will do the same thing.' Certainly no better or greater proposition could be offered to the national government than what the commonwealth of Maryland has tendered.

"For Congress to do its part toward connecting Annapolis and Washington, which would enable us to transport troops and ammunition by highway to that city in the event of hostilities, is a thing it seems to me to be the best interest of the country.

Motor Trucks Now Vital.

"There is one thing we must realize, and that is, the railroads do not do all the transportation work and that the increasing demand and the use of automobiles in war operations is most wonderful.

"I have no doubt that if the national government wanted quick dispatch from Washington to Annapolis for the protection of that city and its property located there a large part of the things necessary would be carried by rapidly moving automobile trucks from Washington to Annapolis and likewise would automobiles bring the officers and their men from the Naval Academy to Washington in the event of necessity.

"We must realize that automobiles, although very much improved in recent years and largely used in all manner of business, are really only in their infancy, and as they are even more improved will likewise become more generally used throughout the country. Automobile trucks communication will be one of the established means not only of pleasure communications, but of freight, and especially war munitions in the event of hostilities.

"I am heartily in favor of the construction of this highway and will do all I can to bring it to the attention of my colleagues in Congress and to demonstrate to them the great necessity for the construction of this national defense highway, provided in a bill already introduced in Congress and in the act recently passed by the general assembly of Maryland."

Many Dodge Deliveries.

Purchasers of Dodge cars during the week ending yesterday were reported as follows: J. A. Geier, Dr. R. M. LeComte, Miss Virginia Stabler, S. Ehrlich, W. Fletcher, L. De Maine, E. E. Grady, Leo P. Nachman, G. R. Gill and E. L. Stock, touring cars; M. Perroux, winter touring; J. H. Dessez, roadster; G. R. Gill, delivery car.

Kissel-Kar Sales.

Kissel-Kar sales were reported for the past week as follows: M. R. Jacobs, 6-42, five-passenger touring car, and Joseph Henning, a 4-32 five-passenger touring car.

Caille 5-Speed

Self-Starting

MOTOR

For Canoes and Rowboats

\$80.00

Cash or Terms

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1204 H.N.W.

Cars

The Union Garage, 613-

621 G St. N.W., has

arranged to sell Ford Cars

on time payments, or in

exchange.

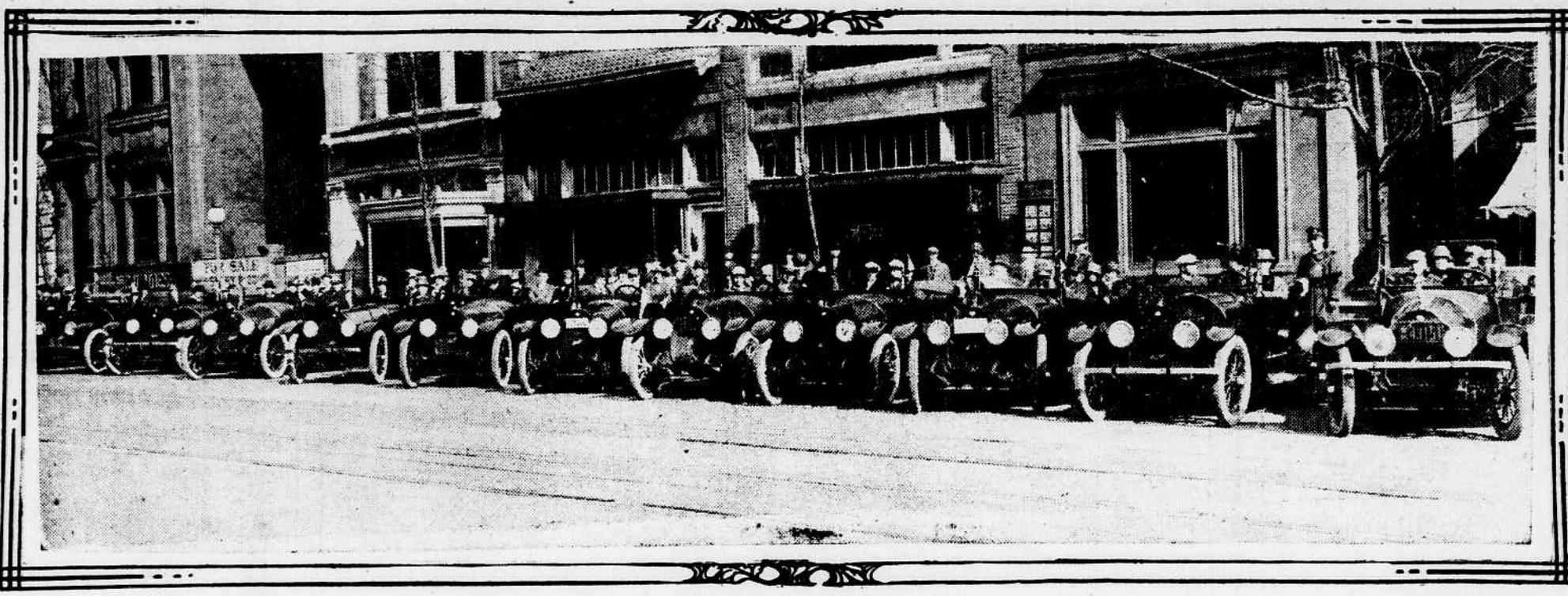
Small cash payments

required, balance monthly.

C. WALTER HOOVER,

General Manager.

## LINED UP FOR START OF LAST SUNDAY'S RUN TO HAGERSTOWN, MD.



SIXTEEN MITCHELL OWNERS, DRIVING THEIR OWN CARS, PARTICIPATED IN THE TRIP THROUGH THE MOUNTAINS OF NEARBY MARYLAND, COVERING 160 MILES DURING THE DAY. AT THE EXTREME RIGHT OF THE PICTURE IS MRS. ETHEL N. ABBOTT, WHO WAS THE ONLY WOMAN DRIVER IN THE LONG CARAVAN OF MOTOR CARS.

### UNUSUAL MOTOR TRIP MADE TO HAGERSTOWN

About One Hundred Persons Make Journey in Machines All of Same Make.

An unusual motor trip was made last Sunday to Hagerstown, Md., and return, in which sixteen cars all of the same make participated. It was an owners' sociability run, conducted for the purpose of giving new owners an opportunity to enjoy road touring and become familiar with the country. There were about 100 people in the party, and judging from the enthusiasm displayed was thoroughly enjoyed by all who took part in the run.

The start was made from 1405 H street northwest at 9 o'clock in the morning. The cars were lined up along the north side of H street and motion pictures made as the long caravan swung into 14th street. The cars, which were all Mitchells, were headed by Charles E. Miller in a roadster of the same make. The route was out 14th street to Massachusetts avenue, thence into Wisconsin avenue, following the Rockville pike, passing through Rockville, Gaithersburg, Cedar Grove, Damascus, Claggettville, Ridgeville, New Market, Frederick, Braddock Heights, Middletown, Bombsboro, Funkstown, arriving at Hagerstown at 1:30 for dinner.

Stops were made en route at intervals along the road in order to keep the cars in line. A feature of the run was the driving of Mrs. Ethel N. Abbott, who was the only member of the gentler sex to drive her car the entire 160 miles. She met with a blow-out near Rockville, which was soon repaired and the journey resumed. Later on during the day tire trouble developed with some of the other cars, but when Hagerstown was reached every car was accounted for and the parade into the city begun. The motion picture machine was kept busy at various points along the trip, especially as the procession came over South mountain. After enjoying a chicken dinner at Hagerstown, the homeward trip was begun at 3:30 o'clock. The same steady pace was maintained and Washington reached at 7:30 o'clock. Those who participated in the run were as follows: Mr. and Mrs. Charles E. Miller, Mr. and Mrs. Henry Cunningham, Mr. and Mrs. Franklin T. Howe and family, Mr. and Mrs. Sidney Alexander, Miss Bertha Alexander, Mr. and Mrs. H. V. Alexander, Miss E. Rosenfeld, Mrs. M. Long, Mrs. Ethel N. Abbott, Mrs. Virginia O'Brien, Miss Orris Stephens, Morris Hahn, S. Taylor, Howard S. Fisk, Mr. and Mrs. Charles S. Plue, Mrs. Albert Hickok, Mr. Martin, Mr. and Mrs. John J. Clancey, Mr. and Mrs. J. E. Swigart, Mr. and Mrs. S. G. Bernhart, Mr. and Mrs. E. C. Whitely, Mr. and Mrs. H. G. Machen, W. T. Hanon, B. Middleton, Oscar C. Brothers, Jr., Mrs. Page, S. S. Grogan, Harry Ward,

Mr. and Mrs. J. W. McGinnis, Mr. and Mrs. J. B. Haveland, A. Lininger, Mr. and Mrs. W. E. Merritt, Ernest A. Riley, J. McKenny Barry, John L. Cain, J. O. Miller, Charles W. Babcock, J. A. Bishop, Samuel Blumenthal, Ray Scheilhan, C. H. Jackson, Mr. and Mrs. T. J. Wall, Jr., E. N. Ford, G. Gibbs, Mr. and Mrs. J. Gibbs, Thomas Gibbs, Clarence Gibbs, R. Maloney, Mr. and Mrs. E. H. Handy, J. L. Louney, C. H. Jackson, John J. Mullin, C. H. Gibbs, J. F. Gibbs, Miss Theresa Gibbs, Miss Annie Maloney, A. B. Maloney, Howard V. Willers, I. V. Moore, F. C. Barclay, Mr. and Mrs. C. K. Stonebraker, Mr. and Mrs. R. B. Morgan, Mrs. E. D. Peffer, Miss Carrie G. Deuch, Mr. and Mrs. Thomas S. Mace, Jr., John Gillfillan, Miss Edith Gillfillan and R. W. Ford.

The Richmond Automobile Club is waging a campaign to eradicate the poorest piece of advertising Virginia has—that stretch of horror, as it is called in the vicinity of Dumfries. The club is out for \$10,000, and in order to carry the campaign through to a successful consummation it is putting out "dollar buttons." Ten thousand buttons are for sale under the direction of the officials of the club.

Completion of Road to Fredericksburg, Va., Subject for Discussion. A meeting will be held next Friday evening at 8 o'clock at the Chamber of Commerce of the allied automobile industry in this city to formulate plans to improve the six miles of bad road through Chapawamsic swamp, below Dumfries, Va., in order to complete the highway between the National Capital and Fredericksburg, Va.

At an informal meeting a few days ago in the offices of the American Automobile Association in the Riggs building, at which were present E. R. Ferguson of the A. A. A., Thomas Grant, secretary of the Chamber of Commerce, William P. Barnhart of the road committee of the Chamber of Commerce, J. A. Bechtel of Richmond and Norfolk, and Capt. Vance of Fredericksburg, it was determined to call the mass meeting for Friday evening.

Mr. Ferguson and Mr. Bechtel left Thursday to post the entire road between here and Richmond with A. A. A. signs, owing to the fact that most of the existing signs are useless and not to be followed, due to the changing conditions of the road and the many by-passes and detours that are almost daily being altered.

The meeting Friday evening will be open to the various automobile organizations and the general automobile public, as it is the aim of the roads committee to arouse all the interest possible in this project. Washington motorists will no doubt be glad to secure a new road to tour over this summer. As this project is being put through for their special benefit, as well as to induce thousands of out-of-town tourists who are now shipping cars to New York to drive through Washington and on south, it is urged that every one interested in good roads be present.

### FOR THE MOTORIST.

In the double rain capes the under cape falls well below the hip line and is sleeveless, while the outer cape is six inches shorter. The capes may be had in any of the new rubberized materials, but in heavy, rainproofed satin or silk they are the least lucky.

White canvas hats, trimmed with patent leather rose leaves and leather bands, are smart. With these hats are of red or cerise chiffon, with the drawing string running through a one-inch border of black silk. The hats are in small sailor shapes.

Among the smart hats for motoring are small, roll-rimmed salons of smooth felt. The brims are faced with rough felt and they are trimmed with a band and smart bow at the left side. A bangkok straw in the same shape is trimmed with a wide green leather band fastened in the front with three leather buckles and straps. The edge has a narrow binding of leather to match.

A touring coat made of broken plaid, in black and white, is in the very full raglan model, with deep sleeves and a high, buttoned chin-chin collar. The coat has deep pockets set into the side seams, with flaps that button back, and the coat is lined to the waistline, with hunter's green satin. Big black and white buttons form part of the trimming.

Comfort cases that are shaped like small Victoria bags are fitted with creams, lotions and powders. They may be had in the colored fancy leathers.

Yellow silk jersey cloth is used in a very smart sport suit for touring use. It is made with a full, short skirt, with a roll girdle and with deep pockets at each side. A white silk shirt waist with yellow windstrife is worn under the Russian blouse coat, which is belted with a wide sash. The hat is a wide-brimmed soft straw, faced with the yellow material. The brim and crown are painted with corn flowers and buttercups.

A new sport set consists of a French sacque and hat to be worn with a linen suit. The sacque is made of old blue jersey cloth, is of hip length and is very full. The collar and narrow front revers are of tan linen and the fold on the full-flowing sleeve is the same. The hat is a wide-brimmed soft straw.

Luncheon kits have not been augmented by foreign additions this year, but our own manufacturers have added to their lines. A set has two cases, made as long as possible, to fit on the running boards, one on either side. One carries all the fittings, bottles, jars and dry foods, while the other has a small ice tank in the center, with food containers at either side.

Another kit is odd enough to deserve special mention. It is similar in shape and size to the old-fashioned carpet bag

and it is designed to hang on the rail. The fittings are neatly arranged in a series of pockets, while at the bottom are the food containers. The case is made of enameled duck. The willow cases are temporarily out of the market.

### Buy Oakland Cars.

Deliveries were made of Oakland cars during the past few days as follows: Joseph L. Shipley, eight-cylinder, seven-passenger touring car, and Dr. Murray A. Russell, Henry J. Auth and George E. Beyer, six-cylinder, five-passenger touring cars.

### Cole Eight Sales.

Cole eight-cylinder, seven-passenger touring cars were purchased last week by J. B. Schroth, G. L. Young, D. O. Miller, J. W. Long and R. T. Goodnow.

### New Members of D. C. Auto Club.

Each week sees a large number of new names added to the membership list of the District Automobile Club. Those who joined during the week ended April 22 are: C. V. Wheeler, Mrs. Alexander Graham Bell, Admiral William S. Benson, U. S. N.; Chase Palmer, Edna Earl Johnston, Col. Charles M. O'Connor, U. S. A.; Richard H. Leigh, Elizabeth B. Bliss, Richard B. Owen, M. T. Benitez, Mrs. Frank Moss, J. J. Dimon and Albert D. Spangler.

### Driving Hupmobiles.

Michael Heister has purchased his second Hupmobile, a roadster of that make having been delivered a few days ago. R. E. Erdman also has purchased a seven-passenger touring car.

### WOULD CURTAIL ACCIDENTS.

Measure Requiring Vehicle Lights Pending in Baltimore Council.

The city council of Baltimore has received a favorable report on an ordinance requiring all vehicles to carry a suitable light. This includes horse-drawn as well as motor vehicles. The measure was signed by every member of the committee on police and jails, and will be passed by the council, according to reports. It provides a penalty of \$5 and \$10 for violations.

The measure was introduced several days ago by John T. Ford, representative of the fifteenth ward in the first branch of the city council, since its introduction he has received a large number of letters and messages of congratulation from those who frequently travel along roads which are poorly lighted. The ordinance is purely designed as a safety precaution.

It had been brought to the attention of Mr. Ford that on a number of occasions accidents had been due to the fact that a carriage had no mark of distinction in the dark as it traversed the roads leading from the city and as a result some faster vehicle would collide with it. He also received reports that similar accidents had been

narrowly averted on many occasions. He then drafted the ordinance, which is said to be a very simple one, in that it does not work a hardship on any one. Any suitable light is all that is required.

### Hupp Visitors Here.

A. A. P. Neal, territory manager for the Hupmobile; H. E. Westerdale, assistant sales manager from Detroit, and R. W. Dean, eastern sales manager, were guests of the Burger Motor Company during their visit here last week.

### Maxwell "25" Deliveries.

Three Maxwell "25" chassis were delivered last week together with a five-passenger touring car to J. H. Small & Sons, P. C. Hinsley, Cecil R. Fielding and William E. Dill purchased touring cars and John E. Puget a roadster, with red running gear.

### Two Cadillac Deliveries.

Seven-passenger Cadillac eighties were delivered a few days ago to Charles A. Appleman and George Austin.

## Big Reduction in Tires

On Account of a Late Season and Overstock.

## The United States Chain Tread Tires

These Tires are guaranteed by us and will be adjusted on a 3,500-mile basis.

Chain Tread Cases, 30x3	\$9.30
Chain Tread Cases, 30x3 1/2	\$12.15
Chain Tread Cases, 32x3 1/2	\$12.95
Chain Tread Cases, 33x4	\$20.40
Chain Tread Cases, 34x4 1/2	\$20.45
Chain Tread Cases, 35x4 1/2	\$29.40
Chain Tread Cases, 36x4 1/2	\$29.40
Chain Tread Cases, 37x5	\$34.85

FOR 10 DAYS ONLY

## Jones-Kessler Rubber Tire Co.

605 E. St. N.W. 1521 14th St. N.W. Phone N. 4800.

Sole Distributors for Marathon Tires—Guaranteed 5,000 Miles.

# The Car that sold itself Jeffery Six

LESS than two months after the first appearance of the Jeffery Six, the Thomas B. Jeffery Company had to double its planned output of this car. So immediate was the success of its wonderful roll-edge body, its riding-comfort and driving-comfort, its spectacular performance—that almost without a tie of advertising the car sold in unprecedented quantities.

It's a car of character, a wonderful car, the car for the family which wants not only all the power and speed which can be used but a real, honest, comfortable, beautiful automobile.

Not even the most accurate illustration can hope to show the comfort of the Jeffery—the luxuriously upholstered, body-fitting seats, which give you all the comfort while riding which you can hope to get from the most luxurious of club divans. You must sit in this car to appreciate what motor car comfort can be.

The generous tonneau, the divided front seats, the disappearing auxiliary seats—these and a dozen minor details are all the last word in comfort, convenience, beauty and power.

In every way it's the finest handling car you can imagine. The price is \$1450 and every dollar of it represents more value—good, common-sense, usable value—than you ever saw before.

Come in and look it over now. Go over it from head-lights to tail-light—compare it with every car in its class point by point—ask us to demonstrate by actual test every claim we make. And do it now. The demand is tremendous. Our allotment is limited, and the factory cannot increase its present production.

F. O. B. Kenosha.

### HURLEY & EARLEY, Inc.

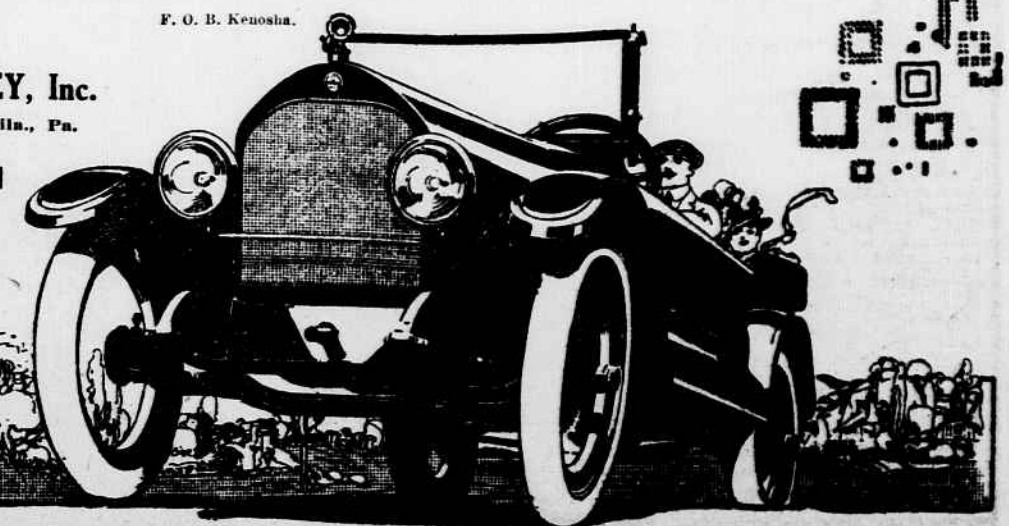
Broad and Race Sts., Phila., Pa.

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# Stearns

THE ULTIMATE CAR (Knight Type Motor)

## Smooth Running---Silent

The new Stearns-Knight Four slips over the road like a shadow. Noise and engine vibration have vanished. And no car could run more smoothly over rough roads.

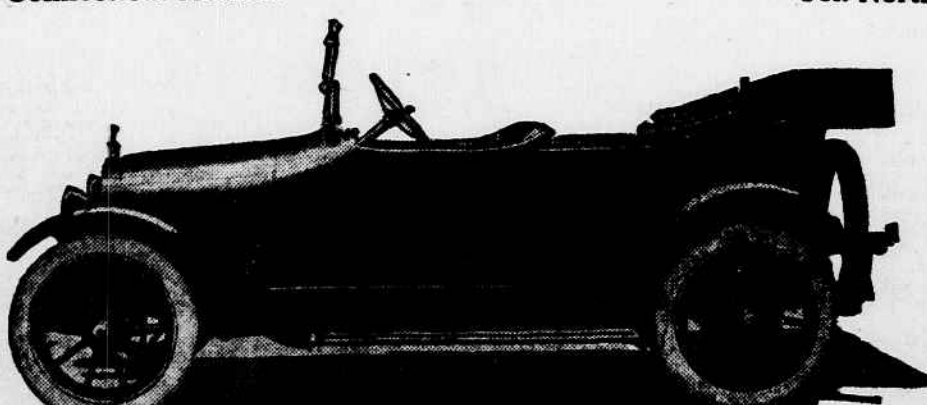
And the secret of its smooth running lies in the silent Stearns-Knight sleeve-valve engine. The secret of its smooth riding lies in the special Stearns chassis—famous for nineteen years.

The Stearns appeals most to men who have owned other cars. New models now ready for demonstration and delivery. \$1,490 in Washington.

We want to show you what the Stearns can do. Make an appointment with us to take you up any hill in the vicinity of Washington.

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